

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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SUBJECT Construction of Railroad and Highway Lines

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THIS IS UNEVALUATED INFORMATION

1. A Prague-Smichov freight bypass line is being built between Radotin on the Prague-Pilsen line and Krc on the Prague-Vrany and Vitava line.* This line branches off to the west of the Prague-Pilsen line at Radotin station, parallels the main line to Velka Chuchle where it tends to the westward. At Mala Chuchle the branch line crosses the main line and spans the Vitava River on a reinforced concrete bridge between Zlichov and Branik. Leveling of the terrain and construction of embankments near the Radotin station was begun in April 1950. At the same time embankments and a tunnel near Velka Chuchle were started. Both these jobs are being undertaken by the Baraba National Corporation of Prague. Construction of the Vitava bridge, the stringing of high tension lines and the building of a transformer station on the east bank of the river have been contracted by the Stavobet National Corporation in Prague. The construction of the bridge is scheduled to take three years, but it is believed that it could be done in less time if necessary.
2. Rail traffic within Prague will be eased by the new line. At present all trains from the southwest must pass through the Smichov station and across the Smichov bridge. Thus, rail service in the city is extremely vulnerable to interruption at this point. During the summer of 1950 two additional tracks were laid in the Smichov station and its buildings were enlarged and modernized. The Ministry of Transportation and the Prague Mayor's Office are attempting to concentrate all express train traffic in the Wilson station and passenger train traffic in the suburban stations, which will be enlarged and modernized. The abolition of the Masaryk station is planned to be undertaken during the second Five Year Plan.
3. A third track is being added to Prague-Kolin line. Work on sectors between the Liben Upper Station and Ceske Brod was begun by Baraba National Corporation in March 1950. In Bechovice 200 workers are employed on the enlarging of embankments and the rail bridges.
4. A single-track line is under construction between Podolinec-Plavec/Dvlov as a link in the Prague-Warsaw line. Two tunnels, one three km east of Podolinec, the other six km east of the city, have been completed. Each is about 500 m

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long. Work is being done on this line by the Czech Building Association, Transportation Construction National Corporation.

5. The terrain at Uhřetev is being leveled to make room for a major rail junction point. This station will contain 40 tracks, engine sheds and repair shops which will service the Prague area. About half of the earth removal has been accomplished. Construction should be completed by the end of 1951 if sufficient machinery and manpower are available. A reinforced concrete rail bridge has been built across the Horní Měcholupy-Dolní Měcholupy highway by Besta National Corporation under the direction of Ing. Svetozarov. Since the bridge was built under Soviet standards, a maximum allowance for fatigue of 120 kg/square cm was made instead of the usual allowance of 80 kg/square cm under Czech standards.

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6. A new highway between Prague, Zlichov, Čuchle, and Zbraslav is being built by Posista National Corporation. The sector between Zlichov and Mala Čuchle along the west bank of the Vltava River is under construction and will run on a six-meter high embankment. The road is to be about 14 m wide; one lane will be opened in the fall of 1950, the other in 1951. The sector between Prague and Zlichov, which crosses the Jirasek Bridge, should be completed in 1951. The sector between Mala Čuchle and Zbraslav will follow the right of way of the present Prague-Strakonice highway. A trolley line is planned to be laid along this highway from Prague to Zbraslav. It is planned that the Stechovice-Slapy highway will be completed in 1951.

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